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AMENDMENTS TO THE CLAIMS:

Please amend the claims as follows. This listing of claims will replace all prior listings.

1. (PREVIOUSLY PRESENTED) A brake assembly comprising:
a housing portion;
an overstroke indicator system including an overstroke sensor mounted to said housing portion; and
an operating shaft assembly which actuates a brake mechanism, said operating shaft assembly rotates about a pivot axis to selectively contact said overstroke sensor of said overstroke indicator system in response to an overstroke condition.
2. (WITHDRAWN) The brake assembly as recited in claim 1, further comprising:
an indicator adjustment shaft defining a first axis;
a biasing member which biases said indicator adjustment shaft along said first axis;
a cam surface fixed to said indicator adjustment shaft; and
a cam member mounted to said operating shaft to engage said cam surface to drive said indicator adjustment shaft along said first axis against said biasing member in response to rotation of said operating shaft about said pivot axis to an overstroke condition.
3. (WITHDRAWN) The brake assembly as recited in claim 2, wherein said indicator adjustment shaft at least partially projects through a brake housing portion.
4. (PREVIOUSLY PRESENTED) The brake assembly as recited in claim 1, wherein said overstroke sensor is located in an angular position relative to said pivot axis adjacent a path of rotation of said operating shaft assembly.

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5. (PREVIOUSLY PRESENTED) The brake assembly as recited in claim 1, wherein said overstroke sensor located in an angular position relative to said pivot axis adjacent a path of rotation of an end segment of said operating shaft assembly.

6. (PREVIOUSLY PRESENTED) The brake assembly as recited in claim 1, wherein said overstroke sensor located in an angular position relative to said pivot axis adjacent a path of rotation of a tab extending from said operating shaft assembly opposite an end segment.

7. (PREVIOUSLY PRESENTED) The brake assembly as recited in claim 1, further comprising a mechanical overstroke member located in an angular position relative said pivot axis adjacent a path of rotation of said operating shaft assembly.

8. (PREVIOUSLY PRESENTED) The brake assembly as recited in claim 7, wherein said mechanical overstroke member comprises a flexible strip which buckles in response to contact with said operating shaft.

9. (WITHDRAWN) An overstroke indicator system for a brake assembly comprising:

- an indicator adjustment shaft defining a first axis;
- a biasing member which biases said indicator adjustment shaft along said first axis;
- a cam surface fixed to said indicator adjustment shaft;
- a cam member which engages said cam surface to drive said indicator adjustment shaft along said first axis against said biasing member in response to an overstroke condition.

10. (WITHDRAWN) The overstroke indicator system as recited in claim 9, further comprising an operating shaft, said cam member mounted to said operating shaft.

11. (WITHDRAWN) The overstroke indicator system as recited in claim 9, wherein said indicator adjustment shaft projects through a brake housing portion.

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12. (WITHDRAWN) The overstroke indicator system as recited in claim 11, wherein said indicator adjustment shaft at least partially retracts into said brake housing portion in response to said overstroke condition.

13. (WITHDRAWN) The overstroke indicator system as recited in claim 10, further comprising an adjuster limit arm mounted to said operating shaft.

14. (WITHDRAWN) The overstroke indicator system as recited in claim 13, further comprising an overstroke sensor, said adjuster limit arm operable to actuate said overstroke sensor in response to said overstroke condition.

15. (PREVIOUSLY PRESENTED) The brake assembly as recited in claim 7, wherein said mechanical overstroke member comprises a flexible strip which buckles toward an outer surface of said housing portion in response to contact with said operating shaft to indicate an overstroke condition.

16. (PREVIOUSLY PRESENTED) The brake assembly as recited in claim 5, wherein said sensor is actuated toward said housing portion in response to contact with said operating shaft assembly to indicate an overstroke condition.

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17. (CURRENTLY AMENDED) A method of indicating an overstroke condition of a brake assembly comprising the steps of:

- (1) locating an overstroke indicator system at a predetermined angular position relative to a pivot axis of an operating shaft assembly adjacent a path of rotation of the operating shaft assembly to provide an indication of an overstroke condition; and
- (2) contacting the operating shaft assembly which actuates a brake mechanism with the overstroke indicator system at the ~~predefined~~ predetermined angular position to indicate the overstroke condition.

18. (PREVIOUSLY PRESENTED) A method as recited in claim 17, wherein said step (1) further comprises locating the overstroke indicator system within a housing of the brake assembly in a path of an end segment of the operating shaft.

19. (PREVIOUSLY PRESENTED) A method as recited in claim 17, wherein said step (1) further comprises mounting the overstroke indicator system to a housing of the brake assembly to provide an external visible indication of the overstroke condition.

20. (PREVIOUSLY PRESENTED) A method as recited in claim 17, wherein said step (2) further comprises extending a mechanical overstroke member of the overstroke indicator system toward an outer surface of a housing.

21. (PREVIOUSLY PRESENTED) A method as recited in claim 17, wherein said step (2) further comprises buckling a flexible strip toward an outer surface of the housing in response to contact with an end segment of the operating shaft to indicate an overstroke condition.

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22. (PREVIOUSLY PRESENTED) A brake assembly comprising:
an overstroke indicator system including an overstroke sensor; and
an operating shaft assembly which actuates a brake mechanism, said operating shaft
assembly rotates about a pivot axis to selectively contact said overstroke sensor in
response to an overstroke condition, said operating shaft assembly then moving
out of contact with said overstroke sensor.
23. (PREVIOUSLY PRESENTED) The brake assembly as recited in claim 22, wherein
said overstroke sensor is mounted to a housing portion